CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
Office of Smart Mobility and Climate Change

The Division of Transportation Planning presents:

Planning Horizons

LOCAL DEVELOPMENT – INTERGOVERNMENTAL REVIEW: TODAY & TOMORROW

December 2017

Christian Bushong
HQ Branch Chief

Courtesy: Caltrans Images

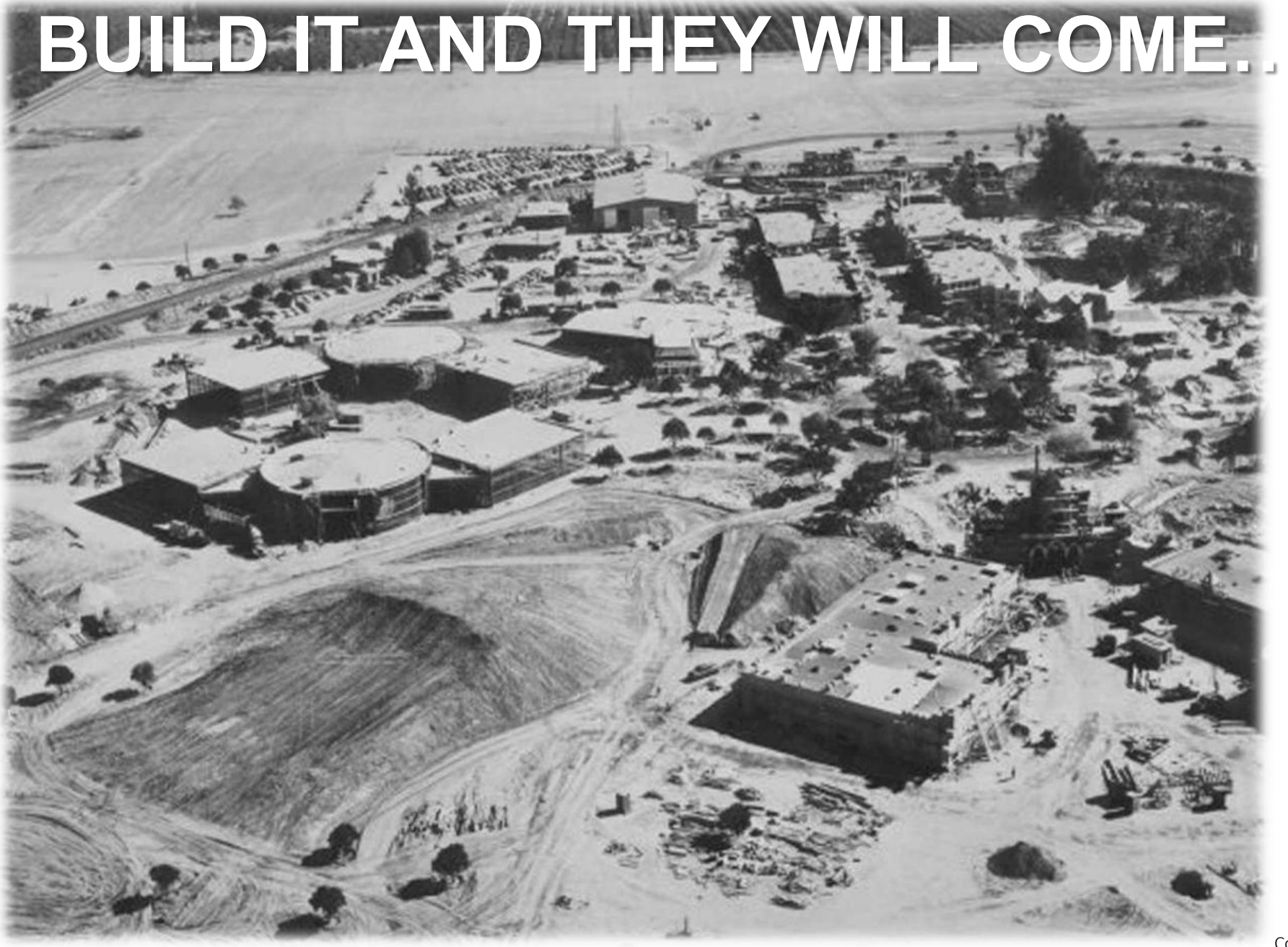
ONCE UPON A TIME…

Courtesy: Disneyland Resorts

A YEAR LATER…

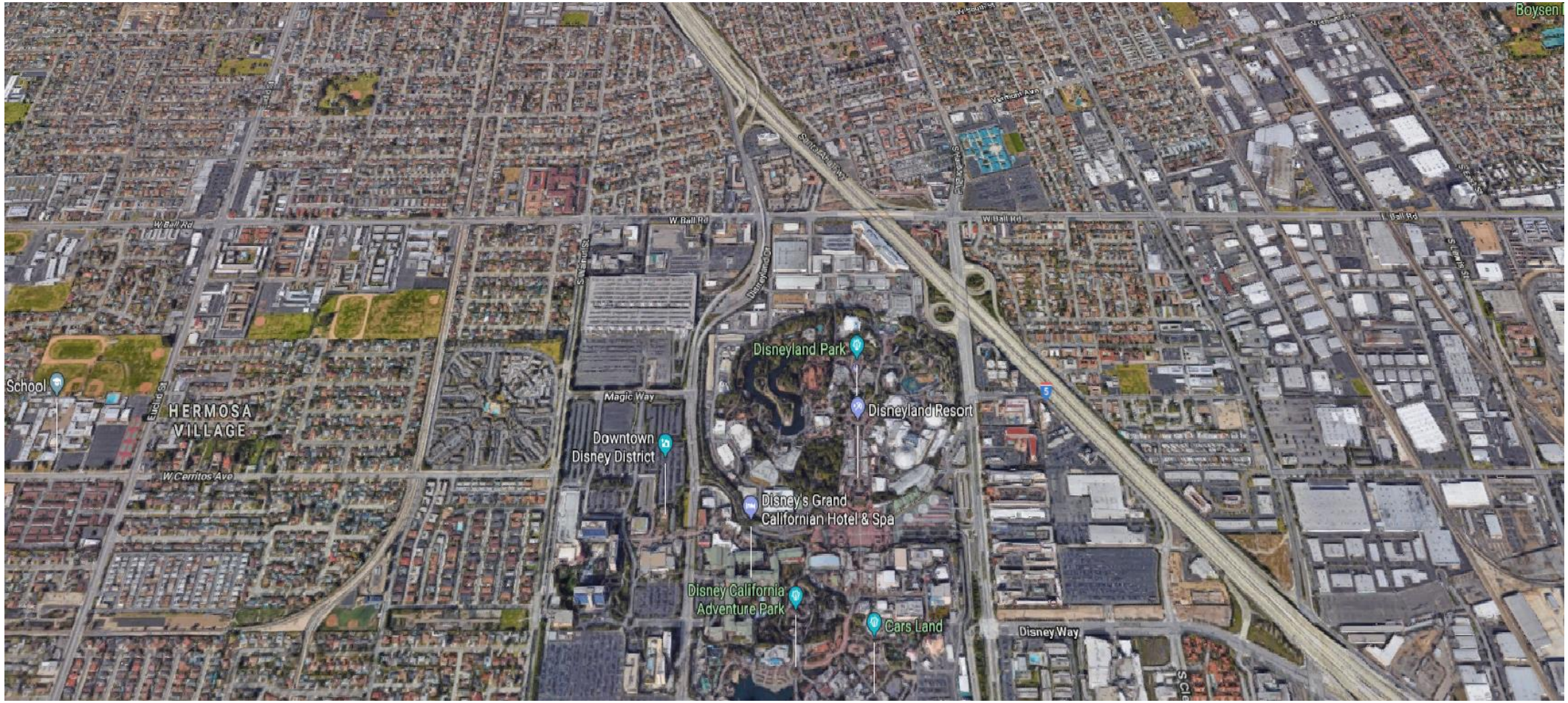
Courtesy: Disneyland Resorts

BUILD IT AND THEY WILL COME…



Courtesy: Disneyland Resorts

THE HAPPIEST PLACE ON EARTH!



Courtesy: Google Maps

WHY DO WE DO IGR?

…by identifying impacts and applying proactive strategies we get the biggest bang for the buck – when developing mitigation to resolve project development impacts.

Courtesy: Caltrans Images

IGR IS DOING SOMETHING

WITH IGR

- Proactive
- Shared funding
- Early coordination

Courtesy: Caltrans Images

IF IGR DOES NOTHING…

WITHOUT IGR

- Reactive
- State pays
- Deal with the problems later!

Courtesy: Caltrans Images

Local Development – Intergovernmental Review Program Headquarters Staff

Melody Friberg
Rebecca Parker
Bo Wu

Courtesy: Caltrans Images

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING

STATEWIDE OPERATIONS

Headquarters

Office Of Smart Mobility And Climate Change (OSMCC)

Local Development – Intergovernmental Review (LD-IGR)

Policies, Guidance, Support, Documentation

Supporting Divisions: Traffic Operations, Legal, Structures, and Hydraulics

Districts

1. Eureka
2. Redding
3. Marysville
4. Oakland
5. San Luis Obispo
6. Fresno
7. Los Angeles
8. San Bernardino
9. Bishop
10. Stockton
11. San Diego
12. Santa Ana

LD-IGR & Multi-Divisional Coordination and Support

Courtesy: Disneyland Resorts

ABOUT AGENCIES

LEAD AGENCY

Approves and Implements Projects

RESPONSIBLE AGENCY

Will have discretionary approval power - through a Permit process

COMMENTING AGENCY

Reviews and provides expert opinions and directives to Lead Agency on project documents

Courtesy: Disneyland Resorts

IGR BACKGROUND

- National Environmental Policy Act (1969)
- California Environmental Quality Act (1970)

Melody Friberg
Associate Transportation Planner
Local Development – Intergovernmental

Courtesy: Caltrans Images

IGR BACKGROUND (cont.)

- Presidential Executive Order 12372 (1982)
- CA Governor's Executive Order D-24-83 (1983)

Courtesy: Caltrans Images

CALTRANS IGR POLICY

- Caltrans Deputy Directive 25-R1 (2005)

Courtesy: Caltrans Images

IGR related STATE CODES

- Streets and Highways Code
- Government Code
- Public Resources Code
- Public Utilities Code
- CA Code of Regulations

Courtesy: Caltrans Images

CHANGING LANDSCAPE

- AB 32 (Nunez, 2006)
- SB 375 (Steinberg, 2008)
- SB 226 (Simitian, 2011)
- SB 743 (Steinberg, 2013)

Courtesy: Caltrans Images

COURT CASES

- **Nollan - nexus**
- **Dolan - proportionality**

Courtesy: Caltrans Images

BASIC IGR PROCESS

1

Project Concept

Developer

Caltrans IGR Early Involvement

2

Project Application

Developer

Caltrans IGR Early Involvement

Local Jurisdiction

3

Developer

Caltrans IGR

Early Planning Meetings

Local Jurisdiction

Other Agencies

4

Developed Project Plan

Developer

Caltrans IGR Early Involvement

Proceed for Approval

Local Jurisdiction

BASIC IGR/CEQA PROCESS

5

State Clearing House

Project

Caltrans IGR

IGR Preliminary Review

No comment?

Further Review?

6

Project

Caltrans IGR

Caltrans Functional Reviewers

7

Comment Letter

Alternative Proposed Mitigation

Proposed Mitigation

Conditions of Approval

Caltrans IGR

Local Jurisdiction

Mitigation Agreement

Developer

Overriding Considerations

8

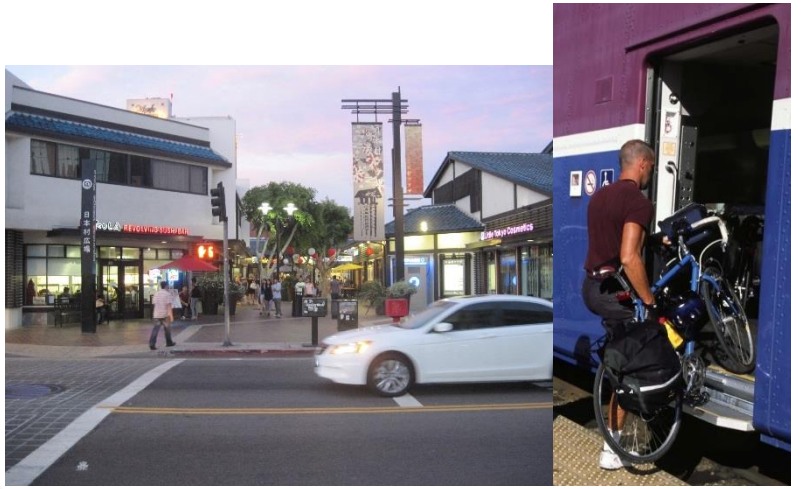
Mitigation Monitoring

Caltrans IGR

Courtesy: Caltrans Images

SALAMI

Sustainability



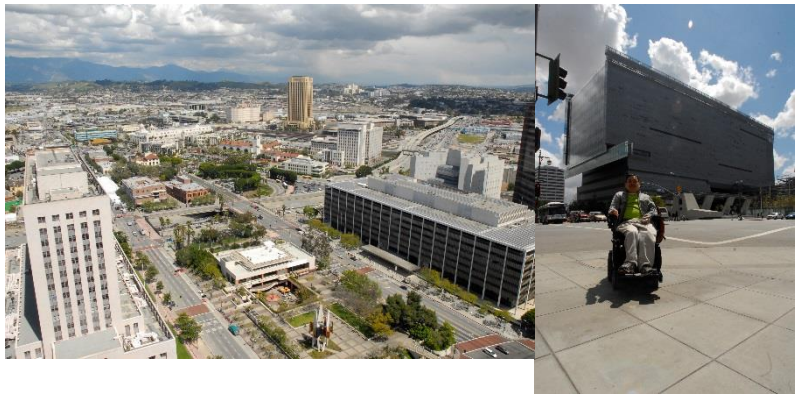
Active & Mobile Communities

Integration

Courtesy: Flickr Images

Accessibility

Livability



Courtesy: Caltrans Images

SB 743 (STEINBERG, 2013)

- Changes the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA).
- Vehicle miles traveled (VMT) is the primary metric of transportation impact across the state
- Transit, active transportation, and rehabilitation projects that do not add motor vehicle capacity should also be presumed to cause a less than significant impact
- LD-IGR expects to work less at the individual project level. LD-IGR expects to focus much more at the General Plan and Regional Transportation Plan level.

Bo Wu - Transportation Planner
Local Development – Intergovernmental

UPDATED AB 32 SCOPING PLAN (2017)

- California Air Resources Board (CARB) determined that VMT reduction of 7% below projected VMT levels in 2030 are necessary
- A 7% VMT reduction translates to reduction, on average, 1.5 miles/per/day from projected levels in 2030
- It is recommended that local governments consider policies to reduce VMT to help achieve these reductions
- Policies including land use and **community design that reduces VMT**; **transit-oriented development**; street design policies that **prioritize transit, biking, and walking**; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities
- Caltrans LD-IGR supports ARB's approved Scoping Plan

Source: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm

TRANSIT-ORIENTED DEVEL.

- TOD, includes a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.

- Focusing growth around transit stations capitalizes on public investments in transit and provides many benefits

Source: Federal Transit Administration

Courtesy: Google Image

Courtesy: Caltrans Image

COMPLETE STREETS ELEMENTS TOOLBOX

- Developed by the Smart Mobility and Active Transportation Branch (SMAT)
- The Toolbox is a focus on the specific roadway elements that can be designed and constructed to provide multi-modal mobility and access
- The Toolbox is a living document that will be updated and improved over time
- Version 2.0 will be released in early 2018

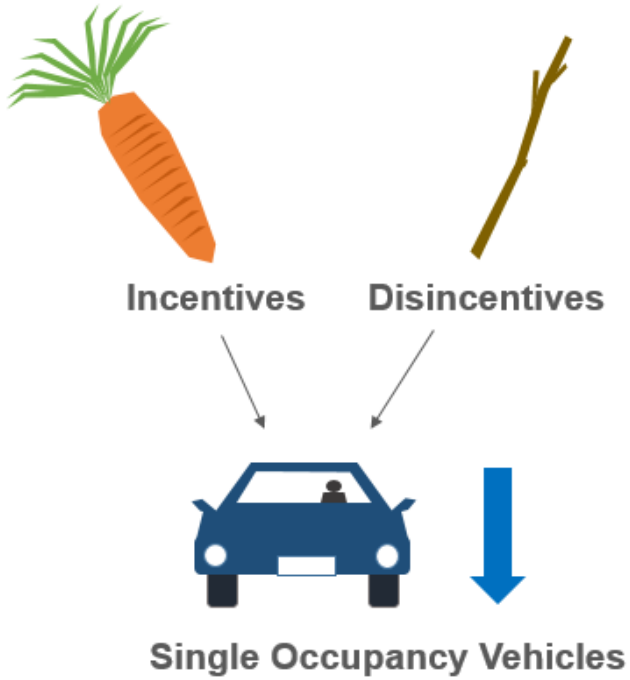
https://transplanning.onramp.dot.ca.gov/complete-streets-technical-advisory-committee-0

TRANSPORTATION DEMAND MANAGEMENT

- Various strategies that increase transportation system efficiency by moving more people

- Examples of TDM strategies that encourage other modes of travel include: *Ridesharing, transit incentives, telework, capital improvements for transit services, improvements to bicycle infrastructure etc.*

- Examples of TDM strategies that discourage SOV driving include: Road pricing, parking pricing etc.



WHY TDM?

- Reduces peak period roadway travel demand
- We cannot build our way out of roadway congestion
  - Induced demand
- Many other positive outcomes including:
  Greenhouse gas (GHG) reduction, lower vehicle miles traveled, improved environmental health, more livable communities etc.
- LD-IGR encourages TDM as a type of approach to reduce SOV driving

Courtesy: Google Image

TDM CASE STUDIES

- Oakland
  - The City's updated Transportation Impact Review Guidelines (2017)
  - Goals of the TDM plan: *Reduce vehicle traffic and parking demand; incorporate location-depend TDM features; increase active modes of travel and ride sharing; enhance the City's transportation system*

- San Francisco
  - As part of the City's Transportation Sustainability Program: *Invest, Align, and Shift,* TDM strategies are now required for new developments (*signed into law Feb. 2017*)

- Pasadena
  - As part of the City's Trip Reduction Ordinance, developers are required to submit a TDM Plan

- All these cities are early adopters of a VMT metric in CEQA

Courtesy: City of Pasadena

TDM REFERENCES

- Oakland:

  http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/OAK060501

- San Francisco:

  http://sf-planning.org/shift-transportation-demand-management-tdm

- Pasadena:

  https://ww5.cityofpasadena.net/transportation/complete-streets/development-review/transportation-demand-management/

- Federal Highway Administration (FHWA)

  https://www.fhwa.dot.gov/environment/sustainability/energy/publications/reference_sourcebook/page05.cfm

  https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm

GEO-BASED TRACKING SYSTEM (GTS)

PRESENTED BY:

Rebecca Parker
Transportation Planner
Local Development – Intergovernmental

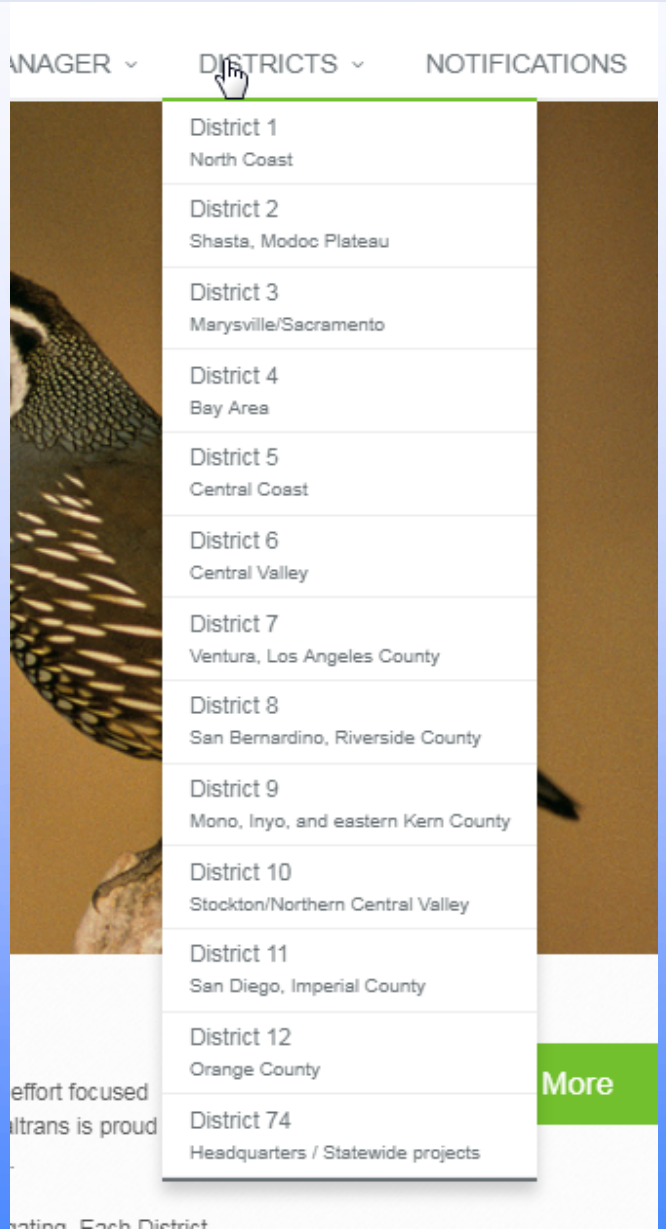
GEO-BASED TRACKING SYSTEM

What is the GTS?

- A geo-database
  - Assists staff in maintaining and storing detailed review records, documents, and comments
  - Holds spatial information of projects

Courtesy: Caltrans Images

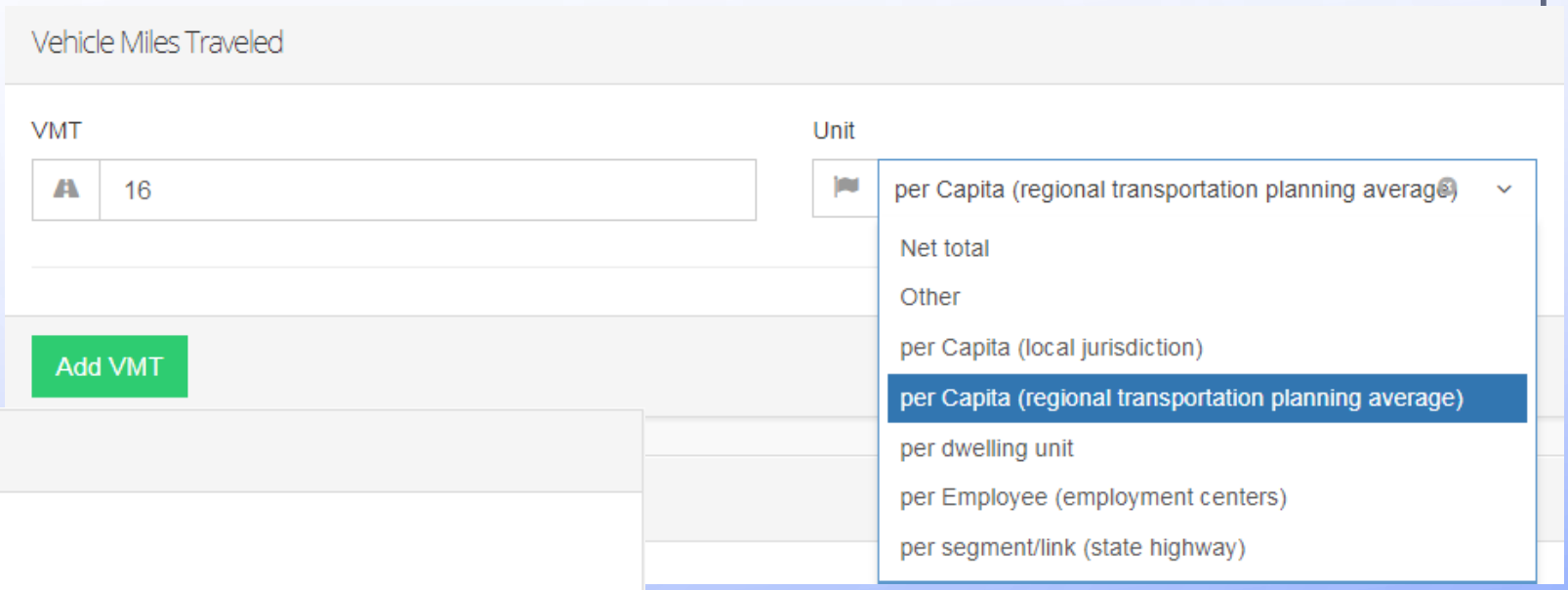
GTS PURPOSE

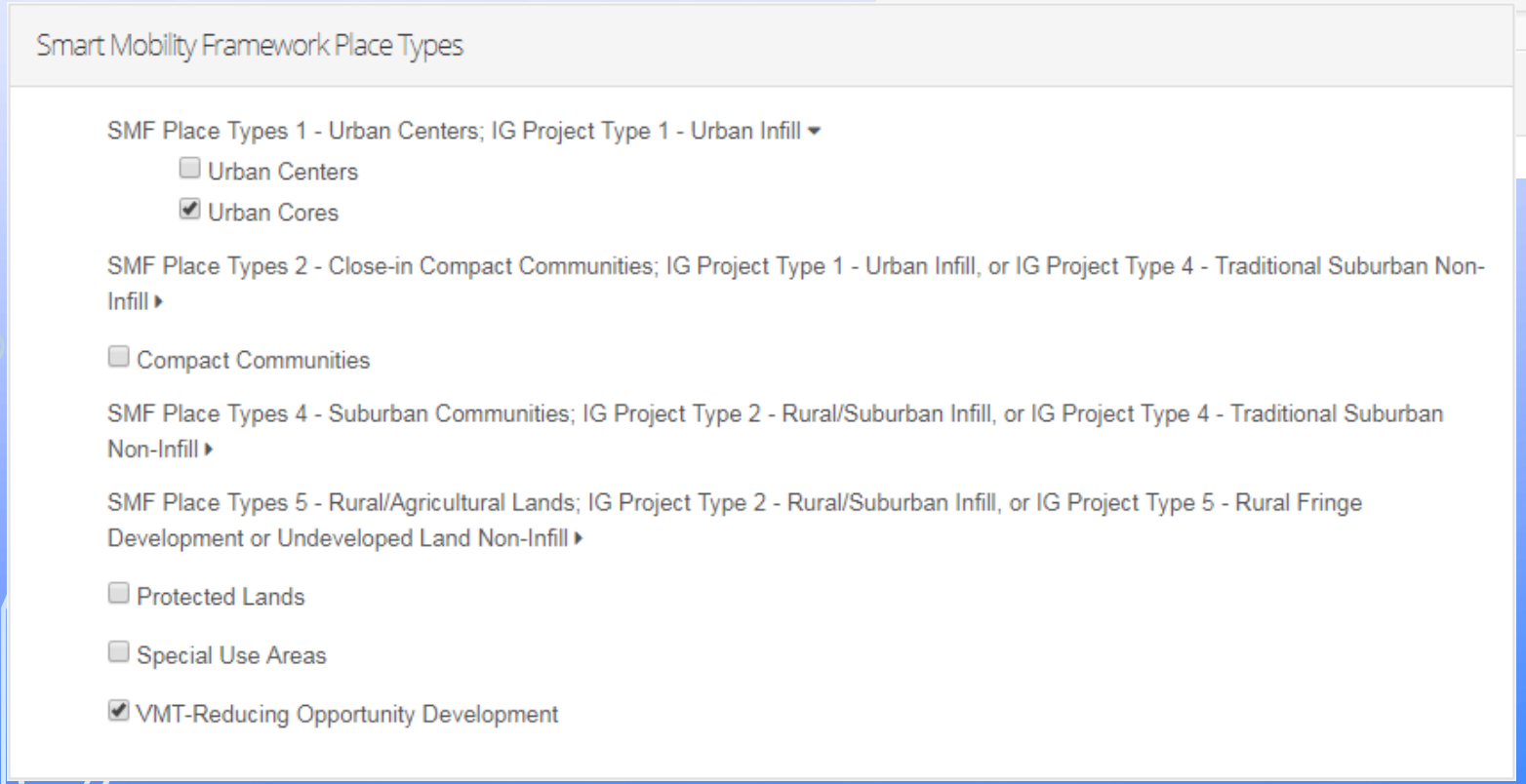


- LD-IGR Receives thousands of documents a year throughout the state
- Central Location
- Users can view all projects in any district
- Coordination between district LD-IGR staff and functional reviewers is simplified
- Searching for past projects is simple!

Aids in Advancement of CA Planning Goals

Projected VMT estimates

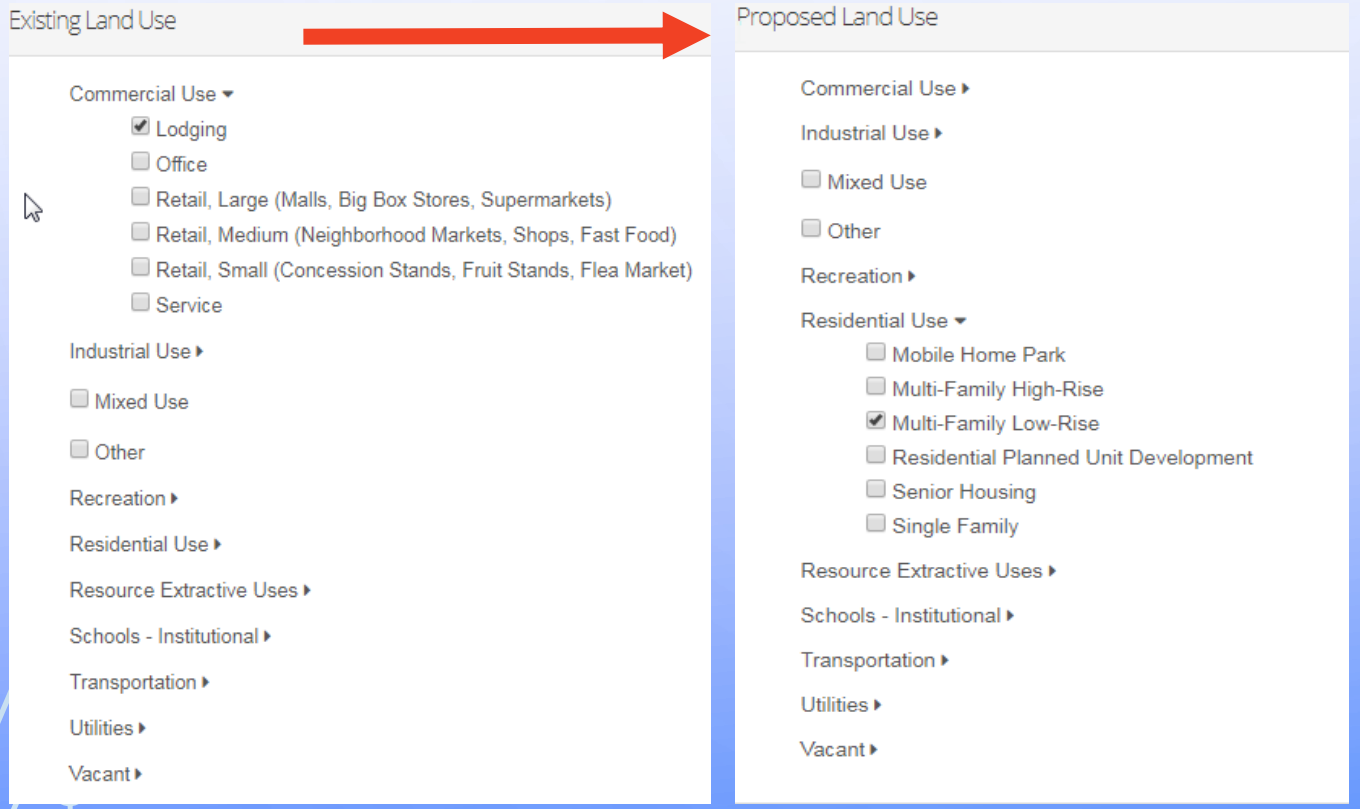


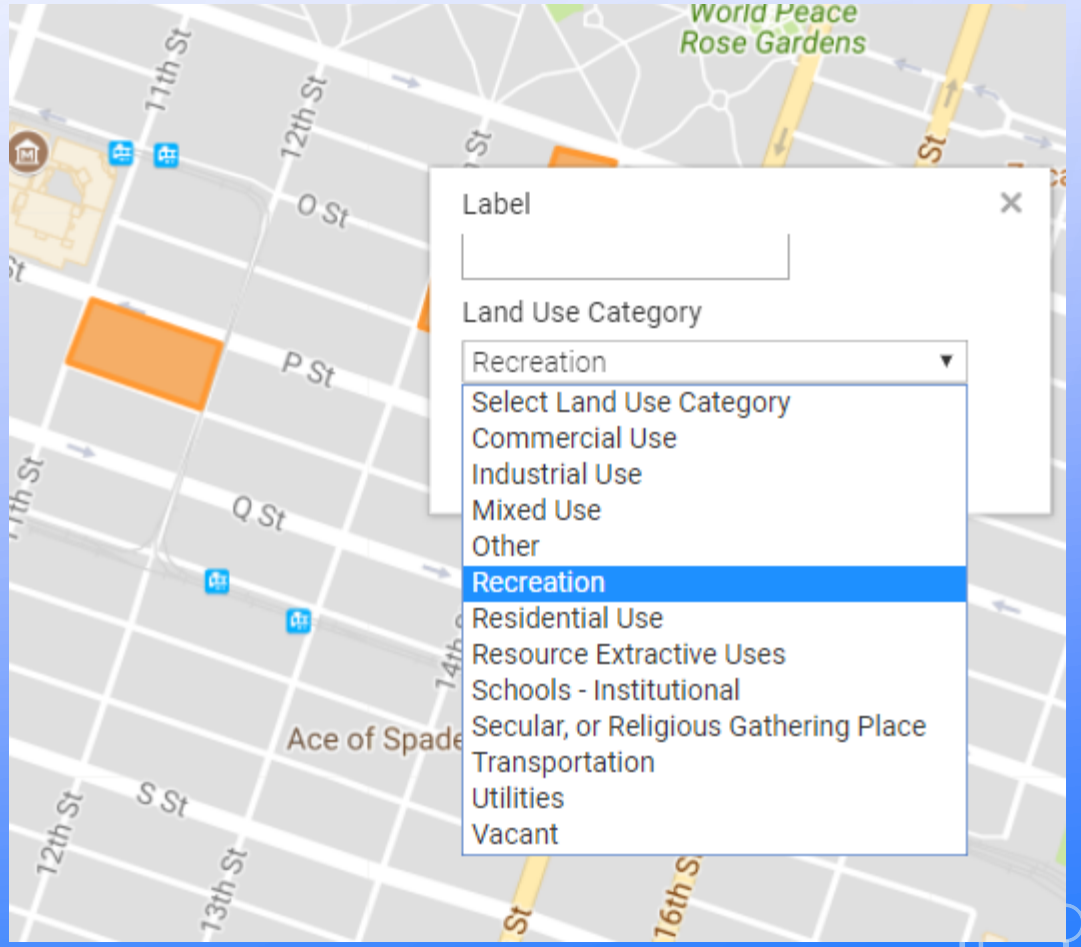


Smart Mobility Framework Place Types

Aids in Advancement of CA Planning Goals

Ability to track land use changes and trends in development





Aids in Advancement of CA Planning Goals

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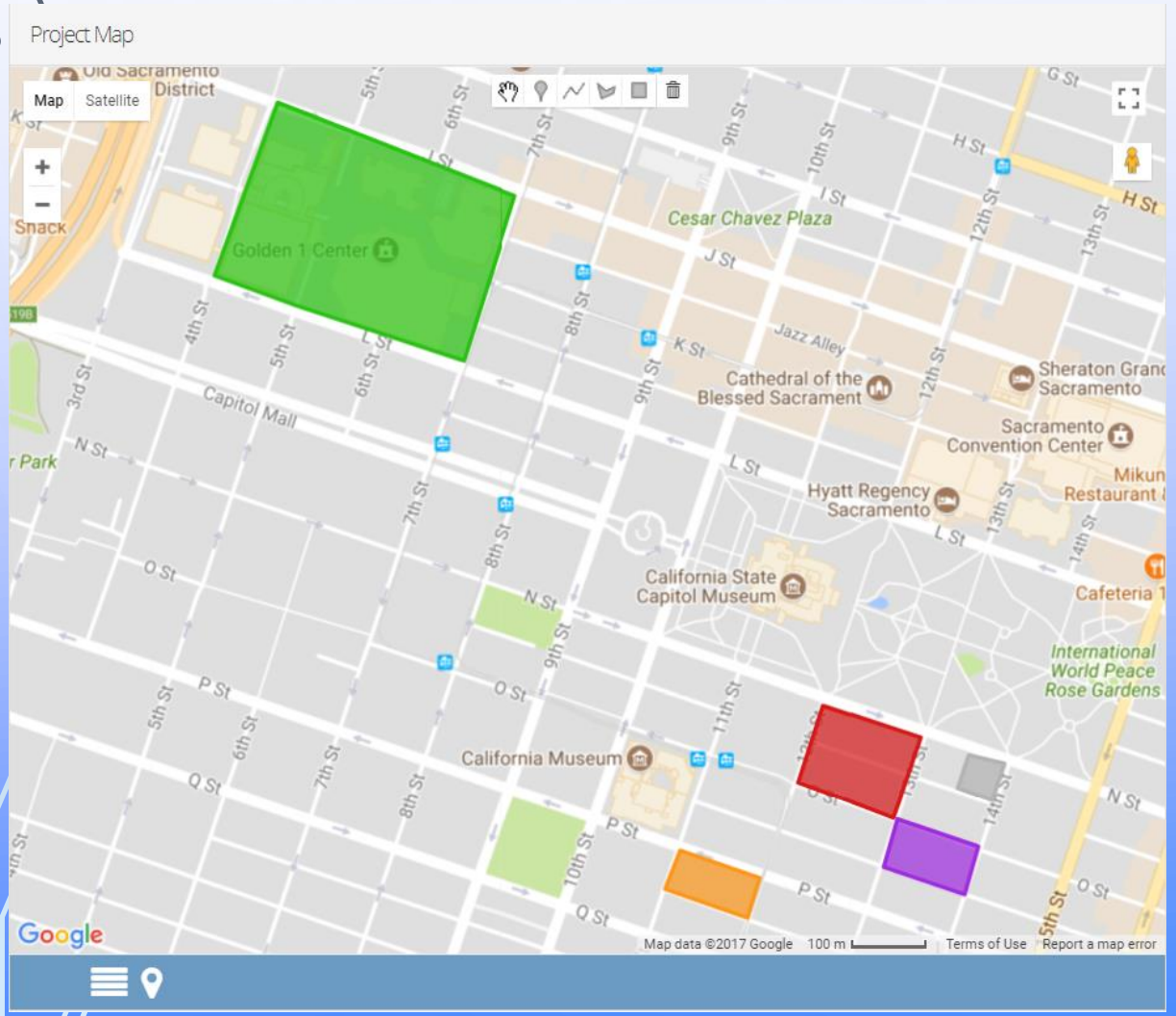
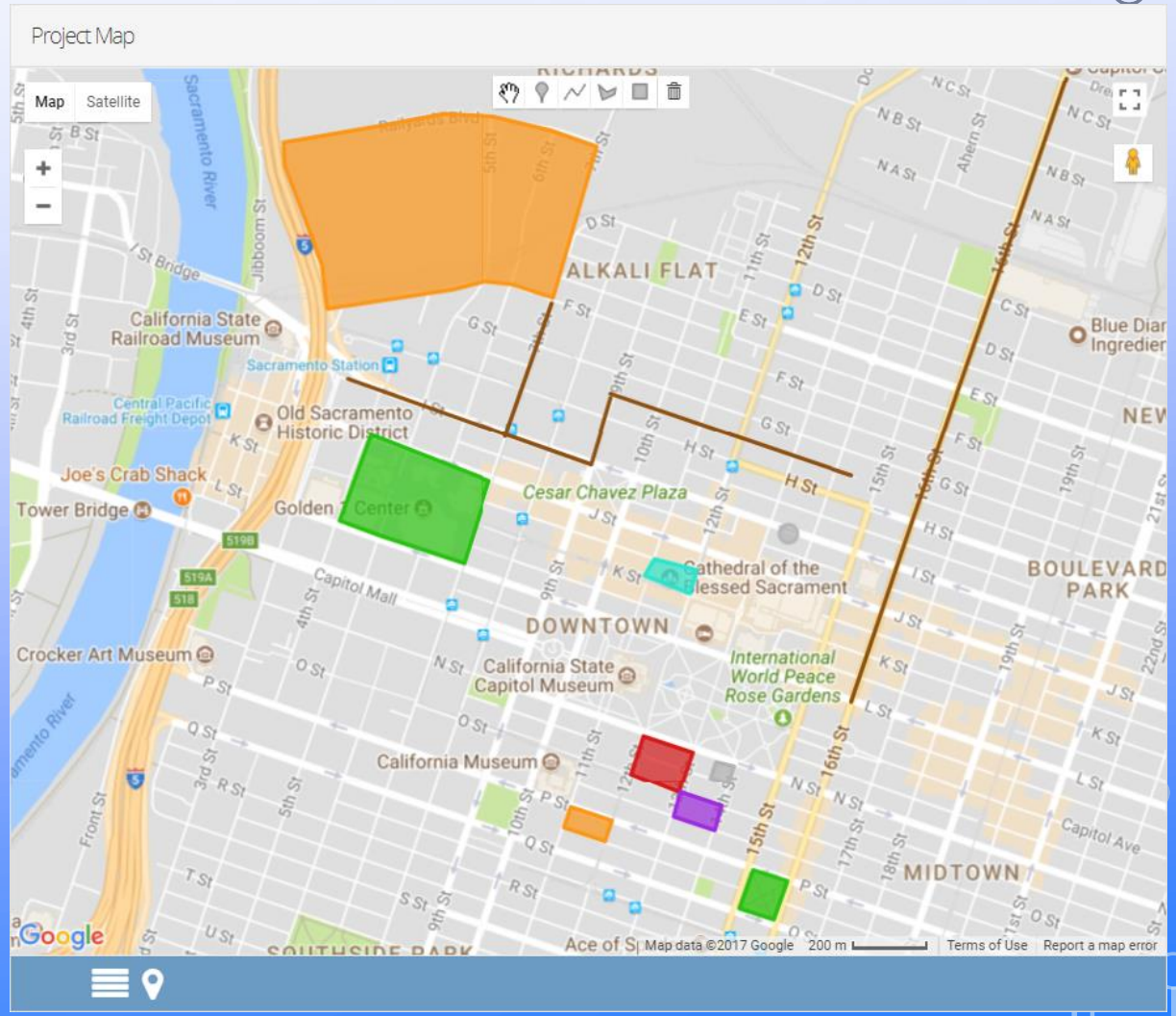
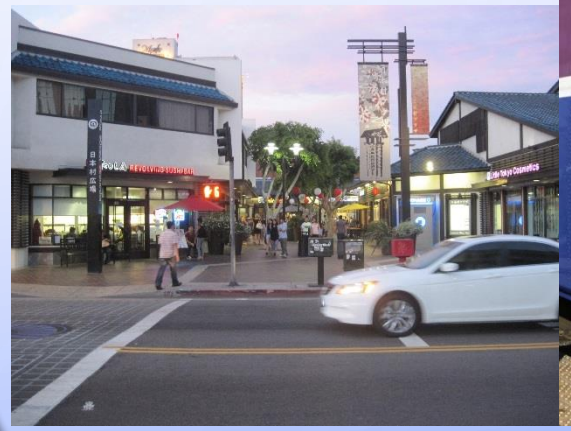




Aids in Advancement of CA Planning Goals

Sustainability



Active & Mobile Communities

Integration

Courtesy: Flickr Images

Accessibility

Livability

Courtesy: Caltrans Images

Courtesy: Caltrans Images

WHO USES THE GTS?

LD-IGR

- Organize workloads
- Aids communication
  - Does not replace in-person contact!
- Ability to track projects over large spans of time

MANAGEMENT

- Workload Summary
- Hotlist Reports
- Quarterly/Annual Reports

POTENTIAL CUSTOMERS

- Smart Mobility and Active Transportation Branch
  - Smart Mobility Framework, Mitigation, and Land Use data
- System Planning
  - Mitigation data
- Freight Planning
  - Regionally significant projects (Amazon Warehouses/Big Box Retailers/Entertainment Stadiums)
- Others?

<u>Coordination is key, so contact me</u>

THE FUTURE OF THE GTS

CURRENT FEATURES

- Map features are currently tied to Google features (maps)
- Drawing polygons for building footprint/land area is completed “free-hand”
- Internal to Caltrans staff

FUTURE CAPABILITIES

- Mapping feature will be tied to ArcMap/ArcGISOnline
- Parcel integration service
- External access to allow view of official comment letters

KEY TAKEAWAYS

- Understanding of Land Use Development and Impacts to the Transportation System
- LD-IGR and CEQA provide a review framework
- LD-IGR's goal is early and proactive coordination
- Statutory Requirements and Policies
- SB 743: Reduce Vehicle Miles Traveled and Greenhouse Gas Emissions
- Transportation Demand Management strategies
- SALAMI
- LD-IGR Geobased Tracking System Database and GIS

Courtesy: Michael Zhang - Intellectual property of Caltrans

Thank you!

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Courtesy: Caltrans Images